

### **REMARKS**

The Applicants thank the Examiner for the thorough consideration given the present application. Claims 1-17 are pending. Claims 1 and 10 are amended, and claims 16 and 17 are added. Claims 1, 2, and 10 are independent. The Examiner is respectfully requested to reconsider the rejections in view of the amendments and remarks set forth herein.

### **ALLOWABLE SUBJECT MATTER**

The Examiner states that claims 2, 5, and 8 are allowed.

The Applicants appreciate the Examiner's early indication of allowed subject matter.

### **CLAIM FOR PRIORITY**

The Examiner has acknowledged the Applicants' claim for foreign priority.

### **ACKNOWLEDGEMENT OF INFORMATION DISCLOSURE STATEMENT**

It is gratefully acknowledged that the Examiner has acknowledged the Information Disclosure Statement filed on December 29, 2003.

### **REJECTIONS UNDER 35 U.S.C. §102(b), 102(e), and 103(a)**

Claims 1, 4, 7, 10, 12, and 14 stand rejected under 35 U.S.C. §102(b) as being anticipated by Ruman (U.S. 6,161,527),

Claims 1 and 10 stand rejected under 35 U.S.C. §102(e) as being anticipated by Liedtke et al. (U.S. 6,626,160);

claims 3, 6, 9, 11, 13 and 15 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Ruman; and

claims 3, 4, 6, 7, 9, and 11-15 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Liedtke et al. These rejections are respectfully traversed.

**AMENDMENTS TO INDEPENDENT CLAIMS 1 AND 10**

While not conceding the appropriateness of the Examiner's rejection, but merely to advance prosecution of the instant application, independent claim 1 is amended herein to recite a combination of elements directed to an engine fuel injection apparatus including,

a head cover attached to the cylinder head, the head cover being formed with another part of the compressed air supply route; and

a knock pin extending across a mating surface of the cylinder head and the head cover,

wherein the part of the compressed air supply route on the cylinder head communicates with the another part of the compressed air supply route in the head cover through an orifice provided in the knock pin.

By contrast, as can be seen in Ruman FIG. 3, this document merely discloses common fuel rails 100 and 104 provided within the head; and Liedtke et al. FIG. 2 merely discloses air passage 24 within the cylinder head.

Both of these references are silent about a head cover attached to the cylinder head, the head cover being formed with another part of the compressed air supply route; and a knock pin extending across a mating surface of the cylinder head and the head cover, wherein the part of the compressed air supply route on the cylinder head communicates with the another part of the compressed air supply route in the head cover through an orifice provided in the knock pin (as set forth in claims 1 and 10 of the present application).

Each of Ruman and Liedtke et al. is silent about a head cover attached to the cylinder head, the head cover being formed with another part of the compressed air supply route; and a knock pin extending across a mating surface of the cylinder head and the head cover, wherein the part of the compressed air supply route on the cylinder head communicates with the another part of the compressed air supply route in the head cover through an orifice provided in the knock pin (as set forth in claims 1 and 10 of the present application).

Therefore, at least for the reasons stated above, the Applicants respectfully submit that the combination of elements as set forth in each of

independent claims 1 and 10 is not disclosed or made obvious by the prior art of record, including Ruman and Liedtke et al.

Therefore, independent claims 1 and 10 are in condition for allowance.

The Examiner will note that dependent claims 16 and 17 are added to set forth additional novel features of the invention.

All dependent claims are in condition for allowance due to their dependency from allowable independent claims, or due to the additional novel features set forth therein.

Accordingly, reconsideration and withdrawal of the rejections under 35 U.S.C. §102(b) and 103(a) are respectfully requested. All claims of this application are now in condition for allowance.

**CONCLUSION**

Since the remaining patents cited by the Examiner have not been utilized to reject claims, but merely to show the state of the art, no comment need be made with respect thereto.

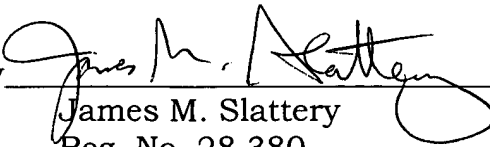
All of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. It is believed that a full and complete response has been made to the outstanding Office Action, and that the present application is in condition for allowance.


If the Examiner believes, for any reason, that personal communication will expedite prosecution of this application, he is invited to telephone Carl T. Thomsen (Reg. No. 50,786) at (703) 205-8000.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37 C.F.R. §§1.16 or 1.17, particularly extension of time fees.

Respectfully submitted,

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